

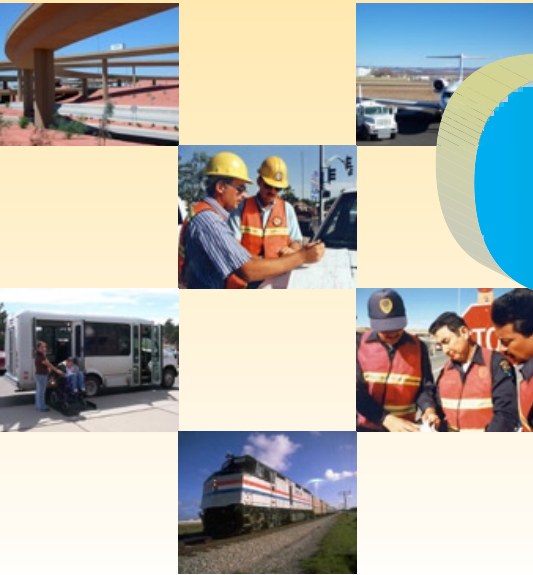
TRANSEND

May, 2010

A magazine for employees, retirees and stakeholders of the Arizona Department of Transportation

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GOING 3-D

Bulked-up photolog van takes data to a new level, p. 3

3D point cloud of an underpass in Phoenix



Message from the Director

Matt Burdick
Director - Communication &
Community Partnerships



Each month in *Transend* we publish comments and kudos from customers who are pleased and sometimes delighted with work performed by dedicated ADOT employees. Recognition by customers does more than just illustrate the responsiveness of employees. It demonstrates how we work at ADOT, and over time it has created a public-service culture within the agency.

As Director John Halikowski highlighted in our strategic plan earlier this year, employees are the cornerstone of ADOT's success. We are the key to overcoming the current challenges, preparing Arizona's transportation system to meet future needs, and making the most of available resources to provide essential services for customers.

ADOT's value isn't tied to stock prices and published in the financial pages of the daily newspaper, but our customers measure it every day.

The fact is that all our interactions with customers, whether they are members of the public or fellow employees, strongly influence how they perceive us. If a customer has a positive interaction with an ADOT employee, he or she likely will have a positive impression of ADOT. Likewise, if a customer has a bad experience with an employee, that customer will tend to tar the entire agency with the same brush. Judging an entire organization based on one employee interaction may not be fair, but

research shows this is often how it works.

How do we know this? We've asked customers. Their responses illustrate the power of interactions with individual employees.

Satisfaction with ADOT is tied directly to employee responsiveness to the public's concerns. Are we selecting transportation projects that are most needed? Are we addressing the concerns of local communities during construction? Are we maintaining the transportation system and its safety features? These are common transportation concerns expressed by the public.

The public's satisfaction with MVD services stems from direct interactions with employees and is most influenced by the quality of service provided by employees, treatment of customers by employees, and the ease of registering and paying fees for vehicles.

These interactions shape opinions about ADOT that spread through word of mouth as customers share their experiences. Customers say word of mouth is one of the most common ways they learn about ADOT issues and services.

When working with the public, fellow employees, and other transportation professionals, each of us has the power to shape customer opinions and further the service culture at ADOT.

Providing great service to customers is rarely an easy thing, especially when times are tough as they are now. If we can somehow find a way to rise above the difficulties, and focus on serving others whenever a "customer opportunity" arises, it won't just make a positive impact on the customer, it will have a positive impact on us.

TRANSEND

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On the road: Photologgers capture more than 8 terabytes of images and data from state highways

by John Tucker, Editor

Every spring, Robert Bush and Tim O'Connor hit the road in a nearly \$750,000 van to take photographs of Arizona.

It might sound like a dream trip, but the transportation photolog specialists are on the job, using high-tech cameras, lasers, and GPS technology to create a comprehensive record of the state highway system.

From mid-March to mid-September, Bush and O'Connor typically spend their work weeks collecting images and other data on an average of 250 to 275 miles of Arizona highways each day. One drives while the other mans a workstation in the middle of the van, monitoring the cameras and other equipment through two powerful PCs. The two men sometimes trade off on the duties.

ADOT began photologging the state system in 1970 with a 16mm color-film camera mounted to the dashboard of a van. The new photolog van, which made its maiden voyage in March 2009, makes all its forerunners look like horse-drawn buggies.

It's a specially designed 2008 Ford E350 van equipped with two sophisticated high-definition cameras and a host of other high-tech equipment mounted on top of or stored inside the van. The two cameras take HD photographs every 10 meters as the van travels along at normal highway speeds. The images provide a full view of the road and other assets. In transportation parlance, assets are signs, poles, pavement markings, and the like.

High-resolution revolution

The HD cameras can capture images at resolutions

of up to 2448 x 2048 dots per inch. By comparison, high-end HD television resolutions are 1920 x 1080 dpi.

"The imagery is leaps and bounds ahead of what we had previously," says O'Connor, who has 22 years with ADOT, the last six in photolog.

Using just one dashboard-mounted camera, the previous photolog van captured roughly 1.8 million photographs in 2008. Those images, along with GPS information added up to about 75 gigabytes of data. According to Bush, the new two-camera van took more than 3.6 million photos in 2009. Factoring in GPS and other information, the result was about eight terabytes of data—that's almost 8,200 gigabytes.

"It's a 100-fold increase in storage and data collected," says Bush, who has been photologging for eight of his 11 years at ADOT.

Photolog project manager Jim Snow adds that the images are sharper.

"Now you can make out milepost numbers from 250 feet away," Snow says. "It's a 100 times better than the previous van. You can clearly see the details of a hex nut on a sign, that's how good it is."

In addition to the HD photos, Bush and O'Connor also collect Light Detection And Ranging data, or LiDAR, and highly accurate GPS information.

LiDAR is game changer

The main thing separating the new technology from the old is LiDAR, which has a wide variety of

military and civilian applications. The HD cameras share space atop the van with two LiDAR lasers, one positioned horizontally to capture the roadway and the other positioned vertically to capture the roadside. Each laser takes 75 scans per second with each scan collecting about 10,000 points per scan. The points create 3D point cloud models of roadways, corridors and assets.



Photolog van in action, scanning a traffic intersection in the Phoenix area.

The 3D point clouds pinpoint the exact location of roadside assets such as signs, poles and pavement markings and give detailed information about each asset including its height, width and more. It can even compare point clouds from one year to the next, capturing any changes to assets. Snow believes that ADOT is the only state DOT using LiDAR technology for its photolog program, but the word is out. He's been contacted by at least seven other DOT's interested in learning about LiDAR's potential.

GPS on steroids

Snow refers to the new van's GPS system as "GPS on steroids." It can calculate the exact location of the road and roadway assets in real-time with an accuracy of within 27 inches. After the data is processed, the accuracy increases to within 4 inches. If the GPS system malfunctions or it loses its signal, the van's Distance Measuring Instrument and an Inertial Measurement Unit (IMU) continue tracking the van's location, filling in gaps until the GPS system is restored.



Photologgers Robert Bush, left, and Tim O'Connor know Arizona's roads like their own driveways.

Creating a visual inventory isn't the only purpose of photologging. The Arizona Transportation Information System, commonly called ATIS, uses the data to update the "electronic centerline" or base road map for the state. The ATIS integrates hardware, software, and data for capturing, managing, analyzing, and displaying all types of geographically referenced information.

Processing the data

It takes about three months to process eight months worth of photolog data, a job that O'Connor and Bush used to do, but which is now performed cooperatively by Snow and GIS programmer Jarrod Celuch. They process the data and then provide it (the imagery, LiDAR and GPS data) to ADOT's Information Data Warehouse, where those with ADOT intranet access can view it.

Who uses it?

Divisions and groups across ADOT tap into the rich storehouse of photolog data for a variety of purposes. The Asset Management group uses it to refine its huge inventory of roadway assets. The Signing Group is using it to help create a more complete and exhaustive sign inventory. The Risk Management office, as well as the Attorney General's office, may use older and newer data for litigation defense. Materials Group and maintenance engineers can visually assess roadway conditions on office computers, rather than traveling to a site for inspections, which always carry a safety risk. Striping crews can use the data to determine areas where the highway needs to be restriped.

The photolog specialists logged certain "secondary targets" for the first time earlier this year. Such targets included frontage roads, traffic interchanges, ramps, and ports of entry. (There is even talk of logging airport runways.) In the past, the technology to capture these targets had not been developed.

Bugs Are the Enemy

"Bug hits are a big deal," O'Connor says, "because the cameras are outside." When bugs go splat, Bush and O'Connor pull over and clean the lens before resuming the photolog. Both recall a day last spring in Yuma when they encountered thousands of butterflies that forced them to shut down logging activities for an hour. "It was snowing butterflies," Bush said. Wet weather also dampens logging efforts. "Any misting on the cameras makes them unusable," O'Connor said.

Funny looks

With the cameras, LiDAR sensors, and GPS equipment on top, the van frequently draws double takes from pedestrians and motorists, some of whom immediately slow down mistaking the vehicle for a photo-enforcement van. As a precaution, the driver's side, rear-quarter panel features the phrase "This is not a photo-enforcement van," in bold letters.

On logging days, the first order of business is to wake up the IMU system. This is accomplished by driving the van in figure-8 patterns six times around a parking lot or similar space. Typically, the team will do this in an ADOT Maintenance Yard if one is nearby, or in an empty parking lot out of public view. "We already look kind of different," Bush remarks, "and when people see us driving in figure 8s, they really begin to wonder."

Continued on page 9 ➤

Triathlete dedicates training to fight cancer

Photolog Project manager Jim Snow is focused on two personal goals.

One is starting and finishing the Ironman Triathlon on July 24, 2011, in Lake Placid, New York. The second is raising \$5,000 for the Lance Armstrong Foundation, which provides educational and personal support for cancer patients and their families.

What started as a way to get in shape, gradually turned into a passion for Snow to push himself to his physical and mental limits.

An Ironman triathlon consists of a 2.4-mile swim, a 112-mile bike ride, and a marathon run (26.2 miles) in that order. Snow completed his first Ironman triathlon in Tempe in 2008. It took him 13.5 hours to finish. (The men's world record is a little more than 8 hours. Most triathlon events require contestants to stop if they have not finished within 17 hours.) He hopes to better his time in Lake Placid, but he says he will be content to finish. His motivation will be different this time around.

"I'll be competing in honor of people who have cancer."

Fifteen years ago, Snow's mother was diagnosed with ovarian cancer. After surgery to remove the cancer, she underwent chemotherapy treatments. Today, she is cancer free.

A close family friend in her 30s is currently receiving treatment for stage 4 melanoma. In addition, several other family members and friends have been touched by cancer.

The biggest motivator came after Snow and his wife discovered a lump on their three-year-old son's rib

cage. They took the youngster, the older of two sons, to the pediatrician, who ordered an x-ray. "Waiting for the results was nerve-racking," Snow says. Much to their relief, the lump turned out to be non-cancerous, caused by an abnormal rib.

That experience spurred Snow to direct his training toward a higher purpose. He decided to align his efforts with the Lance Armstrong Foundation.

I'll be competing in honor of people who have cancer.

"They send a good message," he said. The organization mentored him and gave him tips on how to run a successful fundraising campaign. It appears to be working. To date, Snow has raised about \$1,500 in pledge monies. All proceeds will be donated to the LAF for the fight against cancer. Snow created a Website to promote his campaign. It's www.livestrongironman.org.

Currently, Snow's training about 15 hours each week, either biking, running or swimming. He will ramp up to 20-25 hours as the triathlon date nears. He does most of his training near his home in Gilbert. He figures he will log at least 3,000 miles to prepare for the Lake Placid event.

The training can be grueling, especially now that temperatures are on the rise in Arizona. But, Snow finds it a little easier to train by remembering his goals. "I just want some good to come from it." ■

Jim Snow is training for a triathlon while raising funds for the LAF.



ADOT stimulus project employs members of San Carlos Apache Tribe

by Bill Pederson, PIO Globe District

The benefits of the American Recovery and Reinvestment Act (ARRA) were brought home recently to four members of the San Carlos Apache Tribe. The act was adopted by Congress last year to stimulate employment with funding for highway projects across the country.

A part of the Arizona Department of Transportation's ARRA allocation is being used to rehabilitate 78 culverts on highways across the state. Polyethylene liners are being placed into the metal culverts to prevent deterioration and extend their lives.

The project started in mid-February on US 70 on the San Carlos Apache Reservation. Four local residents—Jeron Talgo, Bradford Gamble, Jonathan Johnson, and Marcelo Doselela—stopped on the site and asked for jobs. The project manager for the contractor, Technology Construction, hired them and put them to work.

After proving to be good workers, the men were offered the opportunity to travel with the crew and continue working until the project is completed. They accepted. They are also being trained in traffic control and are working to qualify for certification as flaggers.

“Jeron, Bradford, Jonathan, and Marcelo took the initiative to stop at the construction site and had the courage to ask for jobs,” said Ed Zinker, ADOT's project manager. “They have exhibited a strong work ethic and are eager to learn new skills. We are pleased that the ARRA funding is creating jobs in this challenging economic climate.” ■

Jonathan Johnson and Jeron Talgo seal the new polyethylene liner with grout after it is placed in the culvert.



The American Recovery and Reinvestment Act of 2009 includes measures to modernize our nation's infrastructure, enhance energy independence, expand educational opportunities, preserve and improve affordable health care, provide tax relief and protect those in greatest need. [more>](#)

Crews prep SR 67 for reopening of North Rim

Donny Mackelprang's spring ritual has involved the same challenging task for the past 32 years. Each April, he and co-workers from the Fredonia Maintenance Org begin clearing snow from State Route 67, the main roadway serving Grand Canyon National Park's North Rim. They need to get their work done quickly so the park can reopen in mid-May.

Scenic SR 67, also called the Kaibab Plateau-North Rim Parkway, hibernates under several feet of snow between November and April.

So, the road and the park's North Rim operation close every winter, when snow stacks up six to 10 feet deep limiting travel to snowmobilers.

ADOT crews began clearing away the snow in early April, working four, 10-hour days. They used a bulldozer, a six-wheel drive grader equipped with V-plow and wing, a Mack truck outfitted with a side-draft plow and wing, and two front-end loaders to uncover the two-lane highway, which runs from Jacob Lake to the park entrance, a distance of almost 31 miles.

"Most winters, it takes about a month to open the road so it's safe for concessionaires and workers," says Mackelprang. Those people needed to reach the park in time to prepare it for this year's reopening scheduled for May 15.

"We use the dozer to push the top layer of snow off.

The grader follows, taking the snow and ice down close to the roadway surface. Then it turns around and begins widening with the V-plow and wing," says Mackelprang, explaining the process. The crew uses loaders to move deeper snowdrifts, which tend to collect in areas where the road passes through meadows. The park's maintenance crews clean up the 13-mile stretch of road from the entrance of the park to the North Rim.

"About average" is how Mackelprang rates this year's snowfall. "It's not any worse this year than it has been in years' past," he said.

The road was designated as a state highway and signed as SR 67 in 1941. The parkway, which winds through majestic forest and luscious meadows, bears scenic byway designations from the Arizona, United States, and U.S. National Forest scenic byway programs. ■



Top Photo: Terry Vinson operating a 6 wheel drive grader with 'V' plow & wing.
Above: Brady Croft stands in front of his loader.

NASCAR Déjà Vu

Doug Buckner could get used to this gig.

For the second time in the last five months, the ADOT employee used his 1999 Corvette convertible to escort a NASCAR driver to his car prior to a race at Phoenix International Raceway.

Buckner, who works in the Budget and Strategic Planning Office, gave top-ranked NASCAR driver Greg Biffle a lift to his race car, the #16 Ford Fusion sponsored by 3M Post-it, as part of pre-race ceremonies for the Subway Fresh Fit 600 (375 laps) held at PIR on April 10.

Last November, Buckner and other members of the "Fast Glass Corvette Club" escorted NASCAR drivers to their racecars prior to the Checker O'Reilly Auto Parts 500 at PIR. On that occasion, Buckner escorted Sam Hornish Jr. to his racecar.

Here is Buckner's account of his drive with Biffle:

Greg was a nice fellow. We talked briefly about the race and he said he expected the cars to perform better after the sun went down and the track temperature dropped. As we drove around the track, the fans cheered, and he waved. Other drivers were booed by the fans.



Doug Buckner PIR April, 2010.

I told him that since I was giving him a ride in my car he had to give me a ride in his. We both laughed at that one.

Biffle finished 22nd after starting in the 30th position. Ryan Newman won the race.

My only disappointment was that he did not autograph my program like (driver) Sam Hornish Jr. did last time. That's okay, though. Just being there and driving a race car driver around the track was fun. I mean, when was the last time you got to meet a race car driver and chat briefly with him? Very cool. Next time, even though we're not supposed to ask for an autograph, I think I will politely ask if the driver will sign the program.

There were 46 Corvette convertibles — ranging from the mid '50s to brand new — to escort the drivers. Three cars were backup/reserve just in case a designated car broke down. That almost happened this year. One of our 'Vettes overheated because the cooling fans quit working. A reserve car was not needed, though.

Summary: We (my wife and I) began the day with the 7:30 breakfast for the escort drivers and left the track right after the race started around 4:30 p.m. Waiting in the sun was very tiring so we went home and watched the race on TV. (Yes, I wore lots of sun block and a big hat, so I did not get burned.)

I'm already signed up to escort them again in November, if we get the chance! ■



Mesa Falcon Field named 'Airport of the Year'



Mesa Falcon Field Airport was named Airport of the Year at the 2010 Arizona Airports Association Spring Conference held April 26-28 in Sierra Vista.

ADOT's Multimodal Planning Division – Aeronautics Group sponsored the

annual award, which recognizes outstanding accomplishments and contributions made to Arizona aviation.

Several Aeronautics Group employees served on the selection committee, including Michael Klein, Holly Hawkins, Kenneth Potts, Tammy Martelle, and Nancy Faron. MPD Director Jennifer Toth approved the final selection. The committee used the following criteria to judge the six entries.

- Aviation Advocacy and Community Outreach – including special community relations and promotional events
- Airport Management - including any new processes or programs implemented by the airport
- Special Events and Recognition - including aviation events hosted or attended by the airport and any awards or acknowledgements received during the year
- Other Contributions - any additional information that demonstrates the airport's commitment to the advancement of aviation

Falcon Field's selection was based on the following achievements:

- Development of Twitter and Facebook pages providing additional media for the distribution of news and information, as well as for receiving community feedback
- Creation of an Airport Ad-Hoc Task Force Committee to suggest reasonable compromises that balance and respond to varying interests
- Construction of multiple safety, security, and pavement preservation projects
- Maintaining financial self-sustaining status
- Special Events and Recognition
 - ✈ 1st Annual Falcon Field Open House
 - ✈ Aviation Day at the Capitol
 - ✈ A Gathering of Legends, a Veterans Day Celebration sponsored by the Commemorative Air Force
- Developing an aviation education program for 4th-graders in the Mesa School District.
- Development of the Freddy the Falcon mascot and Freddy the Falcon Fan Club for children to promote interest in the airport and aviation

Falcon Field opened in 1941 as a training base for World War II Royal Air Force pilots. The airport previously won Airport of the Year honors from ADOT in 1995.

The winning airport receives a highway sign in its community that recognizes the airport, a desktop version of the sign, and a display plaque for the airport.

Continued from page 4

Future

Bush and the others see an open road ahead for the photolog program. “You tell us what and where, and if the current van can get there, we can capture the data,” Bush says. “And this technology is only going to get better.”

Snow agrees. “The beauty of all this is that because LiDAR’s application within the DOT space is so new, we’re free to realize and develop all of it’s possible implementations and utilizations,” Snow said.

“ADOT now has the capability to quickly and efficiently capture its roadway asset’s locations and attributes...all from the comfort of an armchair. From a safety standpoint alone, this is invaluable.”

For now, the photolog team is eager to get the data into the hands of those who can put it to good use. “Our biggest fear is not if we can collect and provision this data, we’ve already proven that we can do this,” Snow says. The challenge now is to ensure it will be utilized by the applicable divisions and groups within the agency.”

For more information about the photolog van, contact Jim Snow at 602-712-8012, or jsnow@azdot.gov. Data from 2009, captured with the new technologies, is expected to be available sometime this month on the ADOT Information Data Warehouse website. For security reasons, it is only available to people with ADOT intranet access at <http://aidw/> ■



Photo by Luis Colon

WILDFLOWERS GONE WILD — ADOT’s Roadside Development section continually presents floral bouquets to motorists moving over the state highway system.

Although wildflowers populate the shoulders and slopes alongside the highways, the colorful vegetation doesn’t sprout up on its own. Roadside Development, under direction of manager and chief landscape architect LeRoy Brady, put it there. In urban areas, flowers grow from transplanted plants as well as seeded plants. In rural areas, they grow from seeded plantings.

Besides being pleasing to motorists, the wildflowers play a role in controlling erosion and crowding out weeds such as the Russian thistle, which after drying up breaks free of its roots and forms tumbleweeds.

Enhancing the landscape by beautifying areas disturbed by construction is a part of ADOT projects, such as the award-winning effort to widen U.S. Route 60 at Gonzales Pass east of Superior (see photograph above).

Some of the flowers in ADOT’s seed mix include brittlebrush, desert marigold, desert globe mallow, Arizona bluebells, owl’s clover, desert senna, Mexican poppies, prickly poppies, bladderpod, and penstemon parryi.



Sergeant Thaddeus Montgomery died in Afghanistan Jan. 20, 2010. He was a friend to many at Arizona Highways magazine.

'Arizona Highways' says goodbye to a friend

Arizona Highways employees and the magazine's readers lost a friend Jan. 20, 2010.

On that day, Army Sergeant Thaddeus Montgomery died from a combat-related injury suffered in Afghanistan.

Less than a year ago, Montgomery emailed Arizona Highways requesting back issues of the magazine. Stationed in a remote area of Afghanistan, Montgomery felt the magazines could offer a respite from the stress of war and remind him and his fellow soldiers of the beauty of the United States.

The magazine staffers complied with the request and then some. They showered Montgomery and members of his 1st Platoon with 14 care packages containing magazines, snack foods, hygiene items, and more. The sergeant emailed a heartfelt thank-you for the gifts.

Montgomery became a pen pal with the magazine's Editor Robert Stieve, who wrote about the sergeant in

his "editor's LETTER" column. Readers responded with additional support for the platoon in the forms of letters and more care packages. Montgomery's mother, Debra Hays of Florence, Kentucky, also expressed her thanks to the magazine staff.

Since her son's death, Hays, who is also battling cancer, has kept in touch with some of the staff including Associate Editor Kelly Kramer. "She's been through so much, but she continues to thank us for the support," Kramer said.

The magazine staff recently sent more care packages to the platoon. "We will continue to support them as best we can," Kramer said.

Staff Sgt. Montgomery was buried with full military honors at Arlington National Cemetery, in Washington, D.C.

For information; Kelly Kramer at kkramer@azdot.gov ■

Safety consultant ensures safety of sick motorist

by Bob Albano, Associate Editor

Richard Ammon, an ADOT safety consultant based in Phoenix, had his own problem that day in April as he drove to his doctor's office. A combination of a sinus infection and abscessed tooth was inflicting great pain on him, so it would be understandable if he didn't stop to check on a possibly distressed motorist he noticed in a stopped vehicle.

He did stop, however, called 911 to summon aid, and stood by until help arrived.

"I thought it was kind of strange—he was slumped over a bit," Ammon recalls. "He was actually trying to grab the steering wheel, but I didn't know that until

I came back" to the car stopped on the edge of the roadway by a traffic bump.

When he stopped alongside the parked car, Ammon asked the man if he was OK. The man didn't reply, so Ammon walked over to 86-year-old Don Jacobs.

At first Jacobs said he didn't want Ammon to call 911. Then a severe chest pain gripped him. Ammon quickly called 911. The emergency dispatcher asked Ammon to stay with the stricken man and keep talking to him so he would stay alert.

Ammon volunteered to contact someone for Jacobs who suggested his daughter. Ammon called Jacobs'

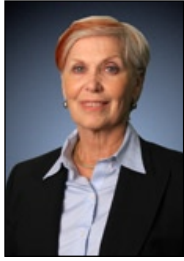
daughter and explained the situation to her.

When the EMTs arrived, they took over and got Jacobs to a hospital.

Ammon then resumed the trip that had started from his office, where he works as an occupational safety consultant who teaches courses and advises ADOT on matters related to designing workstations to suit employees.

Placing his action in perspective, Ammon said, "...would not everyone find it in their hearts to help an elderly person in trouble?"

As to his trouble with the tooth, it had to come out. ■



Practical Ethics The ADOT Way

Everyone should be treated with respect

By Karen Mills

One of ADOT's three values is "respect." Sounds good, we hear it often, but what does it entail? We hear about someone not respecting another or people not getting the respect they deserve or teaching young children to respect their elders. We have to be concerned with respecting "the office" of such and such. The word is used as a noun, adjective and verb. I even questioned the current usage of the word as a verb, as in "he disrespected me," but I was informed it is indeed acceptable word usage and that it was fairly common in the 19th century, but fell out of use in the early 1900s.

How can we get our arms around such an important, yet ephemeral, concept and truly identify with its meaning?

After casting out into the sea of definitions, where "dignity" and "respect" are closely intertwined, I noodled on the "to be held in high esteem" dictionary definition of respect. But since we have no ethical duty to hold all people in high esteem, and yet ADOT touches everyone in Arizona in one way or another, I pressed on and found another definition that describes respect as "to be treated with dignity." I like this definition because it connotes that all human beings should be treated as having inherent worth. They should be treated with respect just because they are human beings.

Michael Josephson states in "Preserving the Public Trust," that as employees of a public entity we "should act so as to ensure the reality and perception that government is conducted according to the highest principles of democracy with honesty, integrity and a concern for justice and is, therefore, worthy of respect, trust and support." We should treat everyone with respect, (read dignity), regardless of whom they are and what they have done or what office they hold. We have the responsibility to be the best we can be in all situations, even when dealing with the occasional unpleasant person.

Now, does being respectful mean that we have to agree in every way? Does one have to be a doormat? Not at all. However, you have probably heard the phrase used in political circles "disagree without being disagreeable." Admittedly, this can sometimes be difficult, however, it's basic in treating others with respect and dignity. With a little thought and practice it can be done. You can judge for yourself whether our present day politicians adhere to this practice.

"Respect" has many facets, however, high on the list for a person to show respect is being an attentive listener—although patience need not be endless (respect does work both ways). Nevertheless, the respectful person treats others with consideration and doesn't resort to intimidation, coercion or violence. And they don't withhold information needed to allow individuals to make informed decisions. A respectful person also accepts individual differences and beliefs without prejudice and judges others only on their character, abilities and conduct. They show respect by allowing others to have dignity.

Respect is about demonstrating that all individuals are important and the well-being of each is a

moral end in itself. People should never be treated as simply the means for one's own gain or gratification; and treating them with respect (dignity) would make it impossible to do so. All individuals whether they treat us well or not should be treated with respect. ■

Dust Storms in April

Wind, dirt shut down I-40 4 times in April

Severe dust and wind in northeastern Arizona prompted DPS and ADOT officials to close Interstate 40 on four separate occasions in April to keep motorists safe.

The fourth closure occurred on April 28 in response to a dust storm driven by 74 mph wind gusts that buffeted a 30-mile section of Interstate 40 west of Winslow for about 20 hours. Visibility was near zero. (Click on the video below to see how little you can see.)



Long-held Tucson properties auctioned off

A decades-long effort to sell ADOT properties in Tucson was realized last month when the department's Right of Way officials auctioned off three properties it has held as far back as the late 1980s. The three properties sold for a total of \$1.4 million.

"Selling the properties at their appraised value was an exciting experience for our team," said Brian Rockwell, assistant chief of Right of Way and Real Estate. Over the years, Rockwell, who was a new ROW agent at the time of the first purchase, has amassed a thick stack of files chronicling the history of the properties.

In the late 80's and early 90's, ADOT bought 37 land parcels in a warehouse district between Broadway Boulevard and Interstate-10 for approximately \$13 million. At the time, the properties lay in the path of a planned expansion of the Aviation Corridor through downtown Tucson. Department officials purchased the assets using monies from the Pima Association of Governments' Highway Users Revenue Fund, or HURF.

Property Management Section manager Raul Torres, who came to ADOT in 2006, never imagined the sale would take so long. "We were hoping to dispose of them (the properties) at various times, but for one reason or another, it didn't happen," Torres says.

Indeed, Tucson citizens voted down the expansion. Years of debate followed over how to redevelop the area, identified as an arts, as well as historic, district. In the interim, ADOT's property managers became landlords to individuals—mostly artists—and some business owners who rented the buildings. Through



the years, some of the properties were abandoned to the city of Tucson by Transportation Board resolution, others were sold to government entities, and two became part of land swaps.

According to Rockwell, ADOT officials sought to be a good partner with all stakeholders, including the city of Tucson, citizens, local businesses, and renters.

Jim Glock, director of Tucson's Department of Transportation, cites good communication as a key factor in keeping the process moving forward. "Progress was incremental at times, but ADOT was patient and we appreciate that, especially for how long it's taken us to get an alternative."

The alternative is Downtown Links, a recently approved project that will provide multi-modal links—foot, vehicle, transit, and bike—between the district, I-10, and downtown.

Hours of planning went into the April 6 property auction, held in a conference room at the Tucson

District Office. Torres assigned specific duties to his staff members, ranging from publicizing the auction, to logistics, to developing detailed policies and procedures for the event. The ROW section even conducted a dress rehearsal prior to the actual auction.

"Disposing of properties, especially multiple properties, takes a network," Torres said. "It takes people from Plans, Title, Project Management, Property Management, and from the Districts."

He credits his staff for the auction's success. "They did a great job of keeping all stakeholders informed, and I think that made for a smoother than anticipated outcome."

Proceeds from the public auction sales will go back into the Pima Association of Governments' HURF account. The six remaining properties are currently advertised on the ADOT Web site, at www.azdot.gov/Highways/ROW/PropMgmt/#Sale. ■

Comments and Kudos

Diane Williams emailed a note praising **ADOT and its contractors** for work on a project on SR 92 south of Sierra Vista. She writes:

My husband and I are so very happy with the work that is almost completed out our way. We love the highway and the way the workmen have been so careful with the landscaping. It is beautiful! The lights at Hereford Road and the street lights are so needed and will add to the safety of all of us who drive at night. The workmen have been kind and considerate at all times I have observed which has been just about daily!

In early April, Cigna Health Care employee Meghan Ogilvie mailed a letter recognizing Phoenix Maintenance employee **Luis Perez** for his quick response to a request to clean up weeds and litter along the I-17 frontage road near the Cigna office in north Phoenix. Here's an excerpt from the letter:

Luis addressed my request not only in a timely matter, but in a faster time than I could've ever expected and followed up with me afterward to assure that I knew the job was done. I certainly hope you can recognize his wonderful customer service and care. He certainly deserves it. We are lucky to have people like Luis not only doing his job but doing it exceptionally.



Jacalyn (Jackie) Brough's co-workers in the Wikieup Operations Org know her for her strong work ethic and positive attitude. The Kingman District Employee Appreciation Team recognized those same qualities in awarding her the District Employee of the Quarter Award for the quarter ending in December 2009.

Jackie's nominators had many nice things to say about the administrative assistant III who has worked for ADOT for 10 years. Here is a small sample:

Jackie has brought materials and paperwork to us in the field and she has always worn the proper PPE (personal protective equipment) when she is on the road. On her trips to Kingman for meetings or training, she has several times stopped and removed hazards, closed gates, and helped code 34's (stranded motorists) to ensure the safety of the travelling public.

Jackie is always willing to use her skills to help our Org and District to be one of the leaders in the State ... She is overloaded on her work and underpaid, but

she does it while maintaining a good attitude and making anyone she is conversing with feel like the most important person in the room.

Jackie does not complain about her work assignments and always greets her teammates in a way that helps ensure our day starts on a positive note.

Retirements from ADOT

Recent retirees from ADOT, as reported by Human Resources

Thomas R. Bauer 20 years
ITD, Prescott Valley Highway Maintenance

Gene V. Ehly 40 years
ITD, Deer Valley Construction

Jeff E. Himmelstein 40 years
OIG, Support Services

Kathryn A. McWhorter 31 years
ITD, Safford District Office

Tommy Miranda 32 years
ITD, Phoenix Construction, Valley West

Edward T. Newberry 20 years
ITD, Prescott Valley Maintenance

John L. Peltier 18 years
ITD, Prescott District - Payson

Nancy A. Petrilla 8 years
MVD, Tucson East - Customer Service

Robyn C. Reynolds 20 years
MVD, Division of Operational Support Services - Training

Carol A. Suter 3 years
ITD, Prescott District - Prescott Valley Maintenance

Lloyd K. Sutley 2 years
ITD, Engineering Technology Group - CADD

Milestones in Service

Employees attaining milestones for years of service, according to Human Resources.

This list of Service Awardees recognizes employees who will reach service milestones in May.

30 Years

Roger A. Hall
ITD, Flagstaff District

Cynthia L. Mills
TSG, Human Resources – ITD State Engineer's Office

Calixto Obispo
ITD, Materials Group – Pavement Management

Lisa A. Rose
MVD, Surprise

Susan A. Vaught
MVD, Budget Analysis

25 Years

Zenon Castro
ITD, Phoenix Construction

John E. Fought
ITD, Prescott District

Donna M. Lawson
MVD, Prescott

Walter K. Link
ITD, Flagstaff District

Christine R. Stanton
MVD, Abandoned Vehicles

Stacey K. Stanton
MVD, Director's Office

DEADLINE

for the June 2010 issue

Articles and photographs for the June issue should be sent to transendeditors@azdot.gov no later than **May 31, 2010, at 4 p.m.**

20 Years

Sheryl R. Bodmer
TSG, Financial Management Services - Project Team

Robert A. Cook
ITD, Phoenix Maintenance –Regional Traffic Operations

Lora Davis
ASD, Audit and Analysis

Diego G. Gallegos
ITD, Roadway Engineering Group – Roadway Support

Delbert L. Gardner
ITD, Safford Maintenance - Duncan

Haldun Guvenen
ITD, Roadway Engineering Group – Roadway Design

Kwisung Kang
ITD, Regional Freeway

Talal A. Kamal
ITD, Materials Group – Pavement Design

George B. Lomeli
ITD, Safford Maintenance - Douglas

Thomas W. Miller
ASD, Equipment Services – Safford Shop

Mark W. Moore
MVD, Chandler Dual

Stephen M. Schaefer
TSG, Risk Management

Judith G. Sevy
MVD, Third Party

Warren D. Sutphen
ITD, Flagstaff District Construction

William L. Williams
ASD, Equipment Services – Payson Shop

15 Years

Lloyddean Childers
ASD, Equipment Services Safford Shop

Amelia H. Espinosa
MVD, Divisional Operational Support Services - Records

Pamela A. Mayon
ASD, Procurement

Matthew D. Moul
ITD, Globe Districtwide Construction

Wayne Myers
ASD, Informational Technical Group Support Desk

Craig M. Redsteer
ITD, Show Low Construction

Brad H. Steen
TSG, Financial Management Services Financial Planning

10 Years

Sylvia C. Cabrera
ITD, Right of Way

Julie A. Cammarata
MVD, Tucson Commercial Drivers License

Michelle L. Diott
MVD, Yuma

Brian A. Godsil
MVD, Office of Inspector General

Win Holden, TSG
Arizona Highways Magazine

Kathleen M. Loucks
MVD, Surprise

Robert E. Lozano
ASD, Facilities Maintenance

Pamela J. Marciaz
MVD, Communications

Consepcion R. Martinez
MVD, Title Production

Steven W. Mayo
ITD, Mesa Road Maintenance

Nancy Medal
MVD, Southeast Mesa

Jorge Regalado
ITD, Phoenix Maintenance Tempe

Annette Riley
ITD, Valley Project Management

Darrell Sakeva
ITD, Keams Canyon Maintenance

Maynard Talahaftewa
ITD, Keams Canyon Maintenance

Thomas Tesch
ITD, Flagstaff District

David B. Wiro
ITD, Quartzsite Maintenance